

stock on the City of Peking. The two elephants had been brought to the side of the steamer in lighters, and the side of the steamer was being pulled away from the bank. The elephants, which were accompanied by a large number of attendants, were being taken to the water. The elephants were being taken to the water in lighters, and the side of the steamer was being pulled away from the bank. The elephants were being taken to the water in lighters, and the side of the steamer was being pulled away from the bank.

NOTICE OF FIRM.
M. HERCULES JOHN SCOTT has been admitted a partner in our firm.
COHEN & GEORGE.
Hongkong, 1st October, 1889. 12055

NOTICES TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer "MATA" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on or after the 27th inst.

Goods undelivered after the 31st October, will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 7th inst.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 25th September, 1889. 1388

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer "SARAPEDON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on or after the 2nd inst.

Goods undelivered after the 9th inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 7th inst.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 2nd October, 1889. 12053

NORDEUTSCHER LLOYD.
FROM BREMEN AND PORTS OF CALL.
S. S. "NEOKAR".
The above named steamer having arrived, Consignees of Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 11 a.m. TO-DAY, the 4th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 10th inst., at 4 p.m.

All Claims must reach us before the 11th inst., or they will not be recognized.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 20th inst. will be subject to rent.

Bills of Lading will be countersigned by D. SASSON & Co. Agents.
Hongkong, 4th October, 1889. 17

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, A. F. SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the Company's Steamer "MARIA TERESA" are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong Wharf and Godowns Company, Limited, Kowloon, whence delivery may be obtained.

This Vessel brings on cargo: From Calcutta and Madras, Ex S. S. Nisha, transhipped at Colombo. From Trieste, Ex S. S. Amphitrite, transhipped at Bombay.

Consignees wishing to receive their Goods at the Wharf are hereby notified that the Goods have left the Godowns, and all claims must be sent in to the Underwriter before Noon on the 17th inst., or they will not be recognized.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 20th inst. will be subject to rent.

Bills of Lading will be countersigned by D. SASSON & Co. Agents.
Hongkong, 6th October, 1889. 17

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "GLAMORGANSHIRE" FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

This steamer has cargo on steamers Beltrina, Egyptian Monarch, and Persian Monarch from New York and the steamer Roma from Madras.

Optional cargo will be forwarded unless notice to the contrary be given before 5 p.m. TO-DAY, the 4th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th inst. will be subject to rent.

Claims against the steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 20th inst. will be subject to rent.

Bills of Lading will be countersigned by D. SASSON & Co. Agents.
Hongkong, 5th October, 1889. 12050

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS:
8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. every half an hour.
4 to 6 p.m. every quarter of an hour.

THURSDAYS:
10 to 11 a.m. every quarter of an hour.
12 to 1 p.m. every quarter of an hour.
4 to 5 p.m. every quarter of an hour.

SUNDAYS:
10 to 11 a.m. every quarter of an hour.
12 to 1 p.m. every quarter of an hour.
4 to 5 p.m. every quarter of an hour.

Special CARS may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars, First Class, and Reduced Tickets at the Office.

MACLEOD, FRICKEL & Co.
General Managers.
Hongkong, 1st May, 1889. 1618

LUCH TRADE LISTS OF ALL COUNTRIES IN 36 VOLUMES.
The New Edition of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

COLONIAL DIRECTORY OF AFRICA, ASIA, AND AUSTRALIA.
This Directory contains the names of all the colonies in Africa, Asia, and Australia, and is a very useful work. It is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

THE NEW PUBLICATIONS.
The new publications of the LUCH COUNTRIES, containing the names of all the countries in the world, is now published. It is a very useful work, and is sold at a very low price.

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

TO BE LET.
TO LET.
"CRAIGELLACHIE" 4, BONHAM ROAD.
Apply to LYNSTED & DAVIS.
Hongkong, 5th October, 1889. 12061

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.
VESSELS ON THE BERTH.

VESSE

control over him, and there is nothing to prevent him from dumping it on Gow.

control over him; and there is nothing to prevent him from dumping it on Cowes Island, and soomer to the neighbouring islands, and soomer to the harbour, and back into the harbour." The members of the Board do not appear to be thoroughly satisfied with the scheme they propose to adopt, and it certainly is not free from objection. As Mr. Ems suggests, we are in great danger of seeing the waterworks of the city of the harbour already sufficiently clogged with refuse and the drains emptying in it and the rubbish and dirt from the innumerable vessels and craft frequenting it. The Chinese contrivance cannot be depended upon, or at least his men cannot, and even with the system of pumping proposed they will find or make opportunities of trading the commodities in contrast; they will be sure to get rid of their burden as quickly and as conveniently as possible. Would it not be better to go, to greater expense, therefore, and send the refuse out eight or ten miles to sea and get rid of it there? If small towns in England had to pay for a system too expensive for their resources surely this colony ought to be able to afford it.

MR. LEIGH ON THE DRAINAGE AND WATER SUPPLY OF THE PEAK.

Mr. R. K. LEIGH, C.E., has completed the report which he was requested to make by the Peak Reservoirs Committee, and has recommended the supply of the Hill district. With reference to the drainage Mr. Leigh of course recommends the separate system as the most practicable, but has various suggestions to make on matters of detail. He considers, however, that drains ought not to have been put in all until there was a proper water supply, and he points out that the drainage system. As to the sewerage, Mr. Leigh recommends the idea of pumping from the Lyam service tank or the Pockfarn reservoir on account of the cost of pumping to such a height. He therefore suggests the building of a new reservoir and recommends the Austin Arms reservoir, the most suitable of the several available for the purpose. Here he would build a reservoir of 400 feet high in a limestone country, 13,400 gallons, and the water would be raised 200 feet, delivered into the service tank, and distributed in small cast iron pipes. We have not Mr. Leigh's complete report before us, and are dependent on an abstract supplied to the Committee for the facts as far as they are concerned with the drainage. Mr. Leigh does not give the estimate of the cost, but simply says it would be small. The question of cost is, however, a point which will require a good deal of consideration. The rateable value of the Hill district is only some \$50,000, and at a rate of 2½ per cent. is levied. Even at a rate of 5 per cent. it is only \$2,500 more paid in the city of Victoria. It is more than doubtful whether the sum collected would be sufficient to pay interest on the cost of the proposed water-works and the amount expended in drainages works, together with police expenses, maintenance of roads, etc. The ratepayers whose houses are situated in the valleys of the Peak and who are therefore compelled to breathe the smothering heat of summer on the lower levels, cannot equitably be called upon to contribute to the support of a water-works and the Hill district tanks as the ratepayers have hitherto borne smaller than the ratepayers of the city of Victoria. The ratepayers have been less than the ratepayers of the city of Victoria. The ratepayers are going to raise their expenses to a higher proportion than those of the city, and they must be prepared, following out the

ates. They undoubtedly want water, and

THE HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 15th September. There were present: Sir S. Brown, Surveyor-General, President; Mr. Major-General, Governor, Acting Captain-Superintendent of Marine, Vice-President; Hon. N. Mitchell-Innes, Acting Registrar-General; Mr. A. Wong Shing; Dr. Ayres, Colonial Surgeon; Mr. N. J. Ede, Mr. J. D. Humphreys, and Mr. H. McCulloch, (Secretary).

THE DISPOSAL OF CITY REFUSE.

THE SECRETARY said the papers on this subject had been sent to the President. There were two minutes attached. Mr. Ede rose and said:—I note that neither in the report nor in the minutes of the meetings of the committee, nor in papers annexed, is there a little of evidence as to the facts. Vice-President Hon. N. Mitchell-Innes said:—I think it is very important to know; neither is there an evidence from becoming to and to disprove Mr. Prior's original estimate of cost of destructor. There are some verifications but no proof. The Acting Registrar-General wrote:—I think the members of the Board who were not on the committee are entitled to know on what grounds the Mongkok scheme has been abandoned. THE CHAIRMAN said:—I remember rightly we have been discussing this subject for some time; it is hard to be adjourned owing to the late hour. Several reasons were given why the committee thought it impracticable to carry out the scheme at present, but if any member wishes to have further information on the subject, I am sure it is the wish of those members of the Committee who are present to vote a full explanation. MR. COLONIAL SURGEON:—I gave the reasons against the destructor last time. THE ACTING REGISTRAR-GENERAL:—With regard to my minute on the question of the disposal of refuse I should like to ask now, and I am sure the committee has been asked to examine on medical objections, can it be said that, on account of any objection to it on the part of health? MR. JAMES:—I could be very glad if the members of the Committee would refer to their reasons, because I am in a position to state the reasons which induced others. THE COLONIAL SURGEON:—I state in a minute that the members of the committee are concerned I am concerned I see no objection to the scheme. THE CHAIRMAN:—I am quite prepared to refer to my own reasons. MR. HUMPHREYS:—And I am ready to state the reasons. THE CHAIRMAN:—I would prefer that Mr. Humphreys should state his reasons. I will give you some time, because although we arrived at some conclusions it might be for different reasons. MR. HUMPHREYS:—One of the reasons why I proposed the Mongkok scheme was that after a careful survey of the locality in question, which was done by the members of the committee made to the members of the committee, the land contained in the place where it was proposed to place the destructor was rapidly becoming, it is already becoming, valuable land for commercial purposes. The scheme is already a considerable improvement over the present system, and is very likely to increase, and to increase very largely. I have also visited the place several times, and I am quite sure it is an admirable place for the destructor. It is on account of the air, health, and also on account of the discommodities it would occasion them and Europeans also to place in the vicinity. That is one of the reasons why I proposed the scheme. I am quite sure that the people who will take the trouble to

The SECRETARY said, the correspondence had

[illegible]

here for the purpose of chastising them for our doing what they have been doing from time to

[illegible]

